

GOLD BAR WORTH \$18,000 STOLEN

FROM STEAMER

Had Been Shipped on

the Karoma from British Guiana Here.

A bar of gold bullion weighing 81 ounces and valued at about \$17,000 was stolen in shipment between Georgetown, British Guiana, and New York City. The discovery of the theft was made yesterday shortly after the steamship Karoma, which carried the bullion, arrived in this port. Pinkerton detectives are at work on the case.

The British Guiana Gold Concession Company (Limited), with offices in the Mills Building, recently ordered a shipment of 81 ounces of gold bullion from their mines in Demerara, British Guiana. The gold was to be used as security for a loan from their foreign bank to save gold mining properties.

Bullion in One Bar.

The gold was carefully incased in strong box and placed aboard the *Karima*, of the Quebec Steamship Company. The bullion was in one bar when it was placed aboard the steamship at Georgetown, according to the testimony of the mining company, but when the box reached the offices of the company it was found that a bar of steel had been substituted.

When the box arrived at the office of the company there were present C. Van Rensselaer Cogswell, secretary and director, and Donald McLane, an attorney for the company. The box apparently had been tampered with, and the contents were apparently undisturbed. The only thing which appeared strange

Broken Seals Patched.

A close inspection of the packing box revealed that the seals on the bottom had been broken and a small board removed. After removing the gold bar which weighed about 54 pounds, the thieves evidently quickly substitute the piece of steel regardless of the difference in weight. The seals which had been broken were so fixed up that only a close inspection would detect the change.

Not a word was said by the Customs

The shipping agents of the Quebec Steamship Company are Outerbridge & Co., Attorney Mynderse, of Butler, Notary Public, has been retained to conduct a thorough investigation is being conducted by private detectives.

The mining company will not os- tend to have anything to do with the case. The steamship company is held responsible. The steamship company, in turn, is insured against such thefts by the Atlantic Mutual Insurance Company.

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